

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the September 15, 2004 NCTC Meeting

DATE: September 10, 2004

1. STATUS REPORT REGARDING THE 2004/05 OVERALL WORK PROGRAM (OWP) BUDGET

In the State Transportation Improvement Program (STIP) adopted on August 5, 2004 by the California Transportation Commission (CTC), the Planning, Programming, and Monitoring (PPM) funds available to the Nevada County Transportation Commission (NCTC) were significantly reduced. PPM funds are available to the NCTC for doing planning, project development, and management of the projects in the Regional Transportation Improvement Program (RTIP). PPM funds are limited to 5% of the Regional Improvement Program (RIP) available during each STIP cycle.

In the 2002 STIP cycle, NCTC programmed \$500,000 of PPM funding divided as follows:

2004/05	\$175,000
2005/06	\$175,000
2006/07	\$150,000

Based on the reduced amount of RIP funds available in the 2004 STIP, NCTC's PPM limit for the period from 2004/05 through 2007/08 was reduced to \$340,000. Therefore, in adopting the 2004 STIP, the CTC programmed \$85,000 for PPM activities for each of the four years (see attached Summary of STIP County Shares). This reduction in PPM funding will necessitate deleting \$65,000 budgeted for consulting work on RTIP project development delivery from Work Element 2.2 - Transportation Improvement Programs. It will also limit our ability to add the proposed Regional Systems Operation Plan to the 2004/05 budget. Additionally, we need to plan the budget so that if PPM funds are not allocated during the current year, we can still insure we have an appropriate level of funding to complete our OWP projects.

We are working out the details associated with this reduction of PPM funding, and will present an OWP amendment to the Commission at its October 20th meeting.

2. WORK PROJECT 2.2.1: IDAHO-MARYLAND ROAD/ EAST MAIN STREET – COLFAX AVENUE/ SOUTH AUBURN STREET FRONTAGE ROAD PROJECT DEVELOPMENT

The Project Team has been working on refinements to the improvement concepts, developing a phasing or staging plan for construction, and a traffic signal design firm has been retained to work on

the plans for the proposed traffic signals. Attached is a draft graphic showing a proposed construction sequence for this project. We are correlating this proposal with the amount of funding expected to be available, and will present a refined proposal at the October NCTC meeting. The timing of this fits well with Grass Valley's schedule for adoption of its Street System Master Plan.

3. GRASS VALLEY STREET SYSTEM MASTER PLAN

The Grass Valley Street System Master Plan prepared by Grant Johnson of PRISM Engineering is posted on the City's website and is available for public review at local libraries and at Grass Valley City Hall. The public review period for the Street System Master Plan will close on September 20, 2004. The goals of the Street System Master Plan include:

- Insure consistency between the City's Traffic Model used in the 2020 General Plan and the NCTC Traffic Model.
- Define and make clear the links between capital improvement and associated funding priorities within the local and regional transportation plans.
- Identify potential amendments to the circulation element of the City's General Plan.
- Develop street and intersection design standards and policies which address the existing conditions, topography, pedestrian/bicycle access, and new urbanism approaches.
- Recommend a monitoring system to periodically check the level of service (LOS) status of all intersections and streets identified in the General Plan.

Grant Johnson will attend the September 15th NCTC meeting to present an overview of the Street System Master Plan.

4. U.C. BERKELEY INSTITUTE OF TRANSPORTATION STUDIES REPORT ENTITLED: "CITY OF GRASS VALLEY - NEVADA COUNTY, AN ENFORCEMENT AND ENGINEERING ANALYSIS OF TRAFFIC SAFETY PROGRAMS", JUNE 2004

Technical Advisory Committee (TAC) members received a copy of this report at their July 22nd meeting, and it was sent to members of the NCTC under separate cover on September 1st. The report summarizes the findings of the Traffic Safety Evaluation Team for the following four locations:

- SR 49 from Kenwood Drive to La Barr Meadows Road
- Brunswick Road from SR 174 to Burma Road
- Brunswick Road at Idaho-Maryland Road
- SR 20/SR 49 Frontage Road, South Auburn Street/ Neal Street/ Colfax Avenue

Information from this report was incorporated in the Grass Valley Street System Master Plan. The Nevada County Department of Transportation and Sanitation (DOTS) has prepared the attached report regarding implementation of the recommendations from the U.C. Berkeley study for the Brunswick Road and Idaho-Maryland Road intersection. DOTS staff have circulated their report to effected public agencies, neighborhood associations, and property owners, and will be conducting a public meeting on September 29th from 6:00 p.m. to 8:00 p.m. in the Board of Supervisors Chambers at the Eric E. Rood Administrative Center.

5. WORK PROJECT 2.2.2: CRESTVIEW INTERSECTION/ INTERCHANGE PROJECT DEVELOPMENT

On July 26, 2004 the Project Team hosted a workshop to provide the public with an overview of the study purpose and process, to discuss progress to date, and to solicit input on the alternatives being considered. Notices of the workshop were sent to over 500 property owners and attendance at the workshop was between 80 and 100 individuals. Subsequent to the workshop we have received over 50 pages of comments and these are being incorporated into a report by the prime consultant, Mark Thomas and Company, Inc. The report is a working paper that will become part of the final Project Report and will document the recommendation regarding selection of an alternative route from the Allison Ranch Road area to SR 49. The Mark Thomas and Company, Inc. report will be submitted to Caltrans for review and comment, and then copies will be provided to the City of Grass Valley, Nevada County, and the Nevada County Transportation Commission.

6. AIR QUALITY CONFORMITY

On August 4th and 5th Mike Woodman, NCTC's Transportation Planner, attended an Air Quality Conformity Workshop hosted by the Environmental Protection Agency. This workshop discussed the transportation conformity process as it relates to the new federal eight-hour ozone standard, and demonstrated that Nevada County's successful efforts to remain a separate rural non-attainment area resulted in several benefits:

- Isolated rural areas have a one-year grace period for implementation of the new air quality standards. Therefore, June 15, 2005 is the official date that all regionally significant federal and non-federal transportation projects must have an air quality conformity determination.
- As an isolated rural area classified as "basic" in terms of severity, we have additional flexibility in selection of conformity testing procedures.
- Nevada County will not be subject to the "conformity lapse" facing the Sacramento Area Council of Governments.
- Isolated rural areas have until 2009 to demonstrate attainment.

NCTC staff will be meeting with the Northern Sierra Air Quality Management District during the third week of September to discuss the air quality conformity process and develop a timeline to accomplish the tasks required to meet the June 15, 2005 deadline.

7. RENO-AUBURN RAIL EXTENSION FEASIBILITY STUDY

On August 5th Dan Landon attended a study advisory group for the Reno-Auburn Rail Extension Feasibility Study. During the meeting we reviewed the project schedule (attached) and reviewed key findings and concepts that have been developed. The consulting team has prepared a preliminary service profile for the proposed rail connection, and preliminary ridership estimates indicate that in Fiscal Year 2007, 80,000 passengers could be expected to utilize a Reno-Auburn service with two trains per day. These ridership estimates are based upon population projections that show significant growth is expected in the Bay Area, Sacramento, and Reno, and indicates that the Auburn to Reno extension represents a promising market for expanding ridership.

The work completed thus far has lead the consulting team to several emerging conclusions:

- The Reno service extension resembles the current and future Capital Corridor service characteristics.
- Assumption of only 2% growth per year for Reno train market, but high population growth in the service area, represents potential expanding ridership.
- Preliminary timing and schedules support ridership projections and service extension.

- Schedules have yet to be approved by Union Pacific Railroad and coordinated with local transit connections.
- Results require more evaluation.

Key actions accomplished by the consulting team include:

- Review and coordination with the Auburn to Richmond Regional Rail Study.
- Preliminary modeling and capacity analysis utilizing Union Pacific Railroad computer models.
- Conducting field visits in the project area.

The consulting team is now looking at market and service potential, management and operational requirements, funding prospects, and governance alternatives to develop a proposed train service. The next meeting of the study advisory group is scheduled for October 29th in Auburn.

attachments